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Policy and Ordinance Review

Overview

The following pages outline an extensive review of existing local and regional policies, codes, and ordinances conducted for individual counties within the ARTS MPO. The purpose of this review is to highlight existing local policies that support bicycle and pedestrian friendly practices as well as identify those which could be improved. For policies and regulations that are identified as needing improvement, suggestions have been made that if carried implemented, would help to improve the safety, ease, and functionality of the ARTS bicycle and pedestrian network.

Topic	Jurisdiction				
	Augusta/Richmond	Columbia County	City of North Augusta	City of Aiken	Aiken County
1. DEFINITIONS					
1.1. Does "Street" definition include pedestrian and cyclist reference?	<p>No. Street types are described primarily in terms of their vehicular function..</p> <p>"STREET" shall mean a public thoroughfare, where public title to land extends between right-of-way lines. Whenever the sense of the law or these regulations so require, the word "Street" shall include avenue, drive, circle, road, highway, or similar terms as they are generally understood." (CZO, Land Subdivision Regulations)</p> <p>Right-of-way. A strip of land over which Augusta, Georgia has the right, by ownership or otherwise to construct a public street, sidewalk, or use for public utilities." (Tree Ordinance)</p>	<p>No. Street types are described primarily in terms of their vehicular function.</p> <p>"Street. The term "street" shall be construed to embrace streets, avenues, boulevards, roads, alleys, lanes, viaducts and all other public highways in the county." (Code of Ordinances (CO), Chapter 1, Section 2)"Street, collector, means a major street used for traffic of moderate speeds and high peak volumes between land service streets and arteries, or serving as principal entrance streets or primary circulation routes within a neighborhood or other limited area; control of access from abutting properties warranted, but to a lesser degree than arteries." (CO , Chapter 74 Section 3)</p> <p>"Street, land service, means a minor street used for traffic of relatively low speeds and volumes, and for primary access to abutting properties; access controls not necessarily warranted, but through-traffic should be discouraged by the street design." (CO , Chapter 74 Section 3)</p>	<p>No, not in the official definition section, but elsewhere pedestrians and cyclists are recognized as street users.</p> <p>"Street - Any street including Local, Subcollector, Collector Street or Arterial Street as defined in Article 14." (CDO) <i>B Each classification has its own definition, primarily defined via ADT. "Local" streets are the only ones that mention pedestrians.</i></p> <p>"Road, Street or Thoroughfare - The full width between property lines bounding every public way of whatever nature, with a part thereof to be used for vehicular traffic" (CDO)</p> <p>"The road system shall respect the function of streets as the shared domain of drivers, pedestrians and bicyclists. Street widths shall be adequate to accommodate vehicles and emergency services, but not excessively wide so as to encourage speeding. To the extent possible the street system shall incorporate pedestrian amenities including sidewalks, center medians, landscaping strips between the curb and sidewalk, street trees and narrow intersection radii so as to improve the walkability of the streetscape." (CDO, Section 14.2.1.)</p>	<p>No. Street types are described primarily in terms of their vehicular function or in relation to edges.</p> <p>"Road, Street, or Thoroughfare: A public or private right-of-way located on an approved plat used primarily for vehicular traffic" (Land Development Regulations)</p> <p>"HIGHWAY; STREET; ROAD: The entire width between right-of-way or boundary lines of a public way open for vehicular travel" (Zoning Regulations)</p>	<p>No.</p> <p>"Any publicly- or privately-maintained thoroughfare (drive, avenue, circle, or boulevard) or space more than 18 feet in right-of-way width which has been dedicated, deeded or designated for vehicular traffic. The term is synonymous with 'road'. The term does not include driveways." (Aiken County Land Management Regulations (LMR))</p>
1.2 Definition of Sidewalk	"Sidewalk: That portion of a street or road available exclusively for pedestrian traffic" (Land Subdivision Regulation, only)	"The term "sidewalk" shall mean any portion of a street between the curbline and the adjacent property line intended for the use of pedestrians, excluding parkways" (CO , Chapter 1 Section 2)	None	"SIDEWALK: A paved or surfaced area, paralleling and usually separated from a public or private street, used as a pedestrian walkway." – (Zoning Regulations)	None
1.3 Definition of Bicycle	None	None	None	None	None
ASSESSMENT	Needs improvement	Needs improvement	Needs improvement	Needs improvement	Needs improvement

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2. STREET ELEMENTS AND CONFIGURATION					
2.1. Pedestrian accommodations (sidewalks, crosswalks, etc) required during new development or redevelopment	<p>Not for all streets, and not for redevelopment.</p> <p>"Sidewalks shall be required at various locations in Augusta-Richmond County depending on location in urban areas and proximity to other public facilities in sub-urban and rural areas. Sidewalk requirements shall be determined by the City Engineer. Additionally, sidewalks are allowed in subdivision developments as desired by the owner. Design and construction of sidewalks, ramps, etc. shall be accomplished in accordance with the ASSHTO Green Book and Americans with Disabilities Act (handicap ramps, etc.)" (Land Subdivision Regulations, Section 7.0.1)</p> <p>"Sidewalks must be provided for on any existing arterial or collector street that is part of any subdivision plan that is adjacent to an existing street that is classified as an arterial or collector in the Highway Functional Classification System within the Augusta-Richmond County Urbanized Area as defined by the Augusta Regional Transportation Study. Where installed, sidewalks shall meet the construction standards of the Traffic Engineer." (Land Subdivision Regulations, Section 404 A)</p>	<p>No, though the PUD zoning district encourages these accommodations through the rezone process and by administrative request. (CO Chapter 90 Section 94)</p> <p>Specifically, "Sidewalks may be required where deemed by the planning commission as an integral part of a pedestrian traffic system within a one-mile radius of existing or planned schools, neighborhood recreation or commercial areas or other public places. Where provided, sidewalks shall be located not less than one foot from the property line to prevent interference or encroachment by fences, walls, hedges or other plantings or structures placed on the property line at a later date." (CO Chapter 74 Section 117(d))</p>	<p>Yes.</p> <p>Conservation Subdivision and TND "Use Patterns" require a sidewalk & pedestrian circulation system. All new streets (except alleys, lanes, and rural streets) must have sidewalks on both sides.</p> <p>Arterials under the purview of the SCDOT (subject to "Conventional Street Design") may or may not have sidewalks, depending on the specifications of the SCDOT.</p>	<p>Yes, on both sides of new arterial or collector roads. Not required on new local streets, unless within 1.5 miles of a school or park.</p>	<p>"Sidewalks shall be required on one side of each street in all subdivisions with 50 lots or more with an average lot size of one half acre or less. Sidewalks also may be required by the Planning Commission to continue an existing walk in an adjacent subdivision or along an existing street to access nearby schools and/or public recreation areas."</p> <p>In regards to Multifamily Housing, Residential Care Facilities, Group-occupied Dwellings, Townhouses, Duplexes, Triplexes, and Quadplexes: "pedestrian facilities such as sidewalks shall be provided to connect structures and amenities. Connections must be provided to any existing adjoining pedestrian facilities. Sidewalks shall meet the construction standards specified by Section 7.15." (Sections 3.11 and 3.12, 2011 LMR).</p>
2.2. Bike accommodations (bike lanes, shoulders, racks, etc) required during new or redevelopment	<p>No, not required via guideline or regulation.</p>	<p>No.</p>	<p>Yes. All collectors and arterial street classifications plus rural streets have bike lanes specified. Other streets are expected to operate in a shared condition.</p> <p>"Applicants may also provide separate routes for bicyclists in lieu of a bike lane. Bike lanes shall connect with segments of the Greenway system that are within the proposed development. Bike lanes shall conform to the minimum widths specified in Table 14-5, Bikeway Design Width" (SOURCE)</p>	<p>No, not required via guideline or regulation.</p>	<p>No, not required via guideline or regulation.</p>

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2.3. Sidewalks or bike accommodations required by roadway type	No. Roadway types are oriented entirely towards vehicle mobility ("arterial", "collector", local", etc) Sidewalks are not required for any particular cross-section within the specified road hierarchy.	No.	Yes, see above.	Yes (sidewalks only), though roadway types are insufficient and are oriented entirely towards motorized vehicle mobility ("arterial", "collector", local", etc)	No.
2.4. New sidewalks, bike lanes, greenways, etc., connect to existing facilities	No, not required via guideline or regulation.	Listed as preferable, but not required.	Yes. "Subdivisions adjoining the Greenway or a bikeway shall provide sidewalks with a minimum right of way of twenty (20) feet that connect the lots internal to the subdivision to the Greenway or bikeway"	No, not required via guideline or regulation.	No.
2.5. Cross-Access between adjacent land parcels	No, not required via guideline or regulation.	Preferable, but not required. "In the opinion of the planning commission where it is necessary to provide for street access to adjoining property, proposed streets shall be extended by dedication and improvement of right-of-way to the boundary of such property. " "Unless approved otherwise by the planning commission, a subdivision shall provide a street connection to each public street that it adjoins, and shall provide direct or indirect continuity through the subdivision between each connection" (CO Chapter 74 Section 79(c)(1-2)	Yes. "Stubouts for future road connections to adjoining vacant parcels shall be provided where practicable". In commercial re/development areas, parking areas shall connect to each other. Also, provision of cross-access is the highest-ranked mitigation measure in response to Traffic Impact Analyses (CDO 8.7.2)	Land development regulations include the following provisions which may discourage walkability and easy access: - Curvilinear roads shall be used in residential subdivisions to the maximum extent feasible. - Local roads shall be designed to discourage through traffic. (LDR 5.6.2)	Yes "Proposed streets shall be coordinated with the existing street system in the surrounding area and, where possible, shall provide for the continuation of existing streets abutting the development. Existing roads shall be continued at the same or greater width, but in no case shall be less than the width required by the provisions of this Chapter." (7.3.2, 2011 LMR) In reference to the Traffic-Impact Study required by new, large developments: "The traffic-impact analysis also shall assess the connection of the property to adjoining properties. Where the use, scale of development, or size of adjoining properties is such that trips would be anticipated between the proposed uses and the other properties, the analysis shall make recommendations on interconnections. The analysis shall recommend interconnections to provide a smooth flow of traffic between uses along arterials and collector roads to ensure that as much traffic as possible uses secondary roads and other interconnections rather than major roads for short trips." (10.10.7 2011 LMR)

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2.6. Block size	No guidance.	"Length. Blocks shall not be less than 400 feet, nor more than 1,200 feet in length, except as the planning commission considers necessary to secure efficient use of land or desired features of street patterns. In blocks greater than 800 feet in length, the planning commission may require at locations it deems necessary one or more public crosswalks of not less than ten feet in width to extend entirely across the block, or pedestrian easements in lieu thereof. (See CO Chapter 74 Section 81(a))	TND: Average length of 400', maximum length of 700'. A link/node connectivity ratio is also used.	Block sizes are too large for walkability. Access management would be better addressed through specifying intersection control spacing. From Zoning Ordinances, 5.2.1 Residential areas: 600-2000' Along "Major Arterials": minimum of 1000' For blocks longer than 600', easements may be required for utilities or walkways (min 4' in width)	"(A) Block lengths shall be appropriate to topographic conditions and density to be served, but shall not exceed 1,200 feet in length, or be less than 300 feet in length. (B) Blocks should be of sufficient width to allow for two tiers of lots of appropriate depth, except where reverse-frontage lots are required along a major street, or where prevented by size, topographical conditions, or other inherent conditions of the property." (7.10.1, 2011 LMR)
2.7. Dead end streets	"Dead-end streets designed to be so permanently, shall not be longer than one thousand (1,000) feet except where land cannot be otherwise subdivided practicably... Dead-end streets intended to be continued at a later time shall be provided with the same turn-around as required for a permanent dead-end street, but only that portion to be required as right-of-way when the street is continued shall be dedicated and made a public street" – Land subdivision Regulations	"To the greatest extent practical, cul-de-sacs should be avoided in favor of loop streets or a curvilinear or grid system of streets." (CO Chapter 74 Section 79(c)(4))Culs-de-sac. Culs-de-sac shall not be more than 700 feet long unless necessitated by topographic or other conditions and approved by the planning commission. Such streets shall be provided at the closed end with a turnaround having an outside roadway diameter of at least 80 feet, and a street right-of-way diameter of at least 100 feet. (CO Chapter 74 Section 80(f))	"The street system shall balance the public goal of connectivity with market demands for privacy. While this Article does not ban cul-de-sacs, cul-de-sacs and dead-end streets shall be reserved for situations involving unique topography, environmental restrictions or similar considerations. Wherever possible, cul-de-sacs should be designed as closes" (14.2.3, CDO)	Allowed, up to 1000' feet in length.	"Dead-end streets designed to be permanently closed at one end shall not exceed 2,500 feet in length." "A turn-around shall be provided at the closed end of a street and shall have a minimum diameter of 80 feet to the outside edge of the pavement and 100 feet to the legal right-of-way line. Cul-de-sacs shall be avoided whenever possible by connecting new subdivision roads with nearby or adjacent existing roads. The Planning Commission shall determine whenever such connections are required. In all subdivisions, whether single-phase or multi-phased, all reasonable efforts shall be made to provide current or future connections with existing nearby roads and/or with proposed future roads in an attempt to eliminate excessively long cul-de-sacs." (7.3.4, 2011 LMR)
ASSESSMENT	Needs improvement	Needs improvement	Exceptional	Needs improvement	Needs improvement

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3. PEDESTRIAN FRIENDLY BUILDING AND SITE DESIGN STANDARDS					
3.1. Off-street motorized vehicle parking is behind or to side of buildings	No regulations on off-street parking layout.	In the Planned Development District (PDD), the parking shall be located in rear. (CO Chapter 90 Section 95(b)(1) The S-1 (Special) and PUD zoning districts can also require this if it's appropriate for the site.	In the TND use pattern, "parking is not allowed forward any portion of the front plane of the building". For other patterns, it may be desirable but does not appear to be required.	Downtown – Yes.	No, however for "Highway Corridor Overlay Districts": "No more than one bay of parking shall be allowed between a structure and the right-of-way of the primary street fronting the site." (2.12.8, 2011 LMR)
3.2. Maximum automobile parking requirements defined	No. Only minimum values are specified and they are excessive for most uses. A CBD zone has less required parking, but no maximums are given.	Yes, both minimum and maximum automobile parking requirements are defined, though minimums are excessive for most uses. (CO Chapter 90 Section 133(4))	Yes. Further, minimum parking requirements are waived for three of four "use patterns" (TND, Conservation Subdivision, and Commercial Redevelopment).	No. Only minimum values are specified and they are excessive for most uses. However, developers may submit alternative parking amount requests from accepted sources, subject to approval from the Planning Director.	Yes. "The maximum number of off-street parking spaces to be provided shall not exceed one hundred and ten (110%) percent of the minimum number required." (4.1, 2011 LMR)
3.3. Bicycle parking requirements	Not specified.	Not specified.	"Bicycle parking may be required where the Director finds that there is a sufficient need in a particular case" (CDO 12.4.2)	Not specified.	Not Specified.
3.4. Other place-supportive parking regulations (On-street parking, shared parking, pricing, employer incentives/programs, etc)	On-street parking may count towards off-street requirements in certain areas at a rate of .5 per 1 space. Further, "The Planning Commission may, at its discretion, reduce the minimum number of parking spaces required for a specific use... provided that sufficient evidence is presented justifying the need for reduction in the requirements and every effort has been made to provide off-street parking in accordance with the stipulations of this section" (CZO, 4-2-(g)).	Minimal provisions for shared parking are present. "Combination of required parking space: The required parking spaces for any number of separate uses may be combined in one lot, but the required parking spaces assigned to each use may not be assigned to another use, except where the parking spaces required for churches or other assembly halls whose peak attendance will be at night, on Sunday or another time, does not coincide with an adjacent use, such required parking spaces may be assigned to the adjacent use." (CO Chapter 90 Section 133(a)(1))	Shared parking calculations are allowed, with reductions up to 50% of required parking in the downtown district. On-street parking may not be counted towards the minimum requirements in any ratio.	ULI's "Shared Parking" manual is explicitly recognized as a source of alternative parking quantity calculations.	Yes. "The number of off-street parking spaces for uses requiring 100 or more spaces may be reduced by the Development Official up to twenty (20%) percent on the basis of such data as shared parking, ride-sharing programs, provision of public transit, or other acceptable provisions or standards. Up to fifty (50) percent of the parking spaces required for a proposed non-residential use may be provided and used jointly with an adjoining non-residential use not normally open, used, or operated during the same hours as the proposed use." (4.1, 2011 LMR) In "Highway Corridor Overlay Districts": "The Development Official at his discretion may accept a higher or lower number of parking spaces than required in 2.12.8(A) above (or a specific number of spaces for a use not listed) based on developer-submitted parking data such as a shared parking analysis or appropriate standards from another accepted source." (2.12.8, 2011 LMR)

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3.5. Form-based or design-based codes are used	No.	No, except in the Evans Town Center overlay district (ETCOD) where a number of architectural design guidelines are applicable (CO Chapter 90 Section 96). "Node Protection Overlays" may also be instituted to regulate architecture and urban design in applicable geographies. (CO Chapter 90 Section 100)	Yes. Four "use patterns" are anticipated to comprise the bulk of new development and redevelopment within zoning districts: Conservation Subdivision, TND, Neighborhood Center, and Commercial Redevelopment. Each of these patterns is governed by dimensions for lots, landscaping, streets, parking, and other elements.	Downtown – Yes. Elsewhere there is some guidance on form, but not much.	No. However, in Planned Unit Developments: "Variety in building types, heights, facades, setbacks, and size of open spaces shall be encouraged." (2.7.3, 2011 LMR)
3.6. Pedestrian entrances required on street frontage (regardless of parking location)	No.	No.	Yes.	Downtown – Yes. Elsewhere, no.	No.
3.7. Setback or build-to requirements	Zero foot setback is allowed for some zones.	Front setbacks are required and are significantly larger than side and rear setbacks. No build-to requirements exist. (CO Chapter 90 Section 53 & Section 98)	0' setbacks are acceptable for use patterns. Build-to lines may exist.	Downtown – Build-to is used instead of setback.	No.
3.8. Buffer requirement between adjacent buildings or uses	Yes, for private schools, home day cares, mobile homes, conservation subdivisions, and a number of other uses. A 10' buffer is required for anything adjacent to existing single family lots if new lots are less than 80% of the size of the existing adjacent ones. From the CZO, it appears that buffers are required between all adjacent non-identical land uses.	There are no 0' buffers, so by default there must be space. Buffers are also typically required between residential and other uses. (CO Chapter 90 Section 139)	No buffer requirements in areas covered by "use patterns". Elsewhere, large buffers (40'+) are required to separate industrial from other uses while small buffers separate various residential and commercial uses.	Downtown – No, urban design standards and dimensions are used instead. However, outside of downtown, minimum 10' landscape buffers must be placed between anything abutting a single-family residential area.	Yes, buffer requirements for all land-use types except single and two-family residential development. (5.1.3, 2011 LMR)
3.9. Mixed use buildings and blocks	"While mixed use buildings are not explicitly mentioned in the CZO, residential uses are allowed in commercial zones, so an existing or new building so zoned could be used for mixed uses (e.g. residential, retail, service, office). Residential uses are prevalent on upper floors of buildings in downtown Augusta." (Paul DeCamp, Augusta Planning and Development Department) PUD zones allows mixed-use blocks, though it is unclear whether mixed-use buildings are feasible (CZO ch. 19)	PUD districts allow mixed uses. (CO Chapter 90 Section 94)	Yes, commercially-oriented use patterns allow and encourage mixed use buildings and blocks	Downtown – Yes.	Yes, in "Residential Limited Mixed Use" and "Urban Development Districts" (2.2, 2011 LMR)
3.10. Active ground floor uses with engaging architecture	Not required.	Not required.	Yes, commercial ground floors are required in TND, Neighborhood center, and Commercial Redevelopment area.	Downtown – Yes.	Not required.

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3.11. Site Amenities for Cyclists and others (Showers, Changing areas, etc)	No guidelines found.	No.	No guidelines found.	No guidelines found.	No guidelines found.
3.12. Human-scale lighting (< 15' tall) required along paths and in parking areas	Overhead and underground utilities are not allowed in street yards according to Street Tree Ordinance.	No.	No standards found for height of street lighting. For exterior building lighting, 25' is listed as the maximum height.	Downtown – Yes.	No. "Maximum 20' at primary access points" (5.5, 2011 LMR) "The maximum height of streetlights shall be 25 feet." (7.7.2, 2011 LMR)
ASSESSMENT	Needs improvement	Needs improvement	Exceptional	Adequate	Needs improvement
4. PEDESTRIAN FACILITY DESIGN					
4.1. ADA Standards	5' Sidewalks meet ADA minimum width.	No.	5' Sidewalks meet ADA minimum width.	A ramp shall be provided at intersections in accordance with SC State law. However, specified sidewalk widths (4') do not meet ADA standards.	No guidelines found
4.2. Minimum sidewalk width by context	5' minimum.	Yes. Pedestrian pathways must be a minimum of five feet in width. (CO Chapter 90 Section 100(T)(2)(I)(III)(b))	5' minimum per ADA requirements.	Specified as 4' (not as minimum). This is insufficient.	"Within subdivisions, sidewalks shall be at least 4 feet wide; when providing access to public facilities, sidewalks shall be not less than five feet wide." (7.15, 2011 LMR)
4.3. Street Trees	Street trees and landscape strips (adjacent to curb) are required on all new streets according to the Tree Ordinance. Trees are to be spaced a maximum of 40 feet apart. The total area of a street yard is "equal to at a minimum ten (10) times the length of the right-of-way in square feet." (8-4-11: GREEN SPACE REQUIREMENTS FOR PRIVATE AND PUBLIC DEVELOPMENT)	No street tree ordinance. Although a list of recommended trees for development are listed. (CO Chapter 90 Section 145)	Landscaping based on street typology.	5' minimum landscape buffer required, with larger planting strips (up to 25') according to lot depth.	Not required, except as part of "Large Retail Projects" (2.12.11, 2011 LMR) and bufferyards (5.1.4, 2011 LMR).
4.4. Mid-Block Crossings	No guidelines found.	Midblock crossings are encouraged on blocks that are greater than 800 feet. (CO Chapter 74 Section 81(a))	No guidelines found in CDO or details.	No Guidelines.	Crosswalks are required to be at least 10-feet-wide and to be located in areas where deemed necessary to provide adequate pedestrian circulation or access to schools, shopping areas, recreation areas, or destination facilities. (4.1.1.1, 2003 ARTS Bicycle and Pedestrian MP)
ASSESSMENT	Adequate	Needs improvement	Adequate	Needs improvement	Needs improvement
5. BICYCLE FACILITY DESIGN					
5.1. Types of Facilities Specified or Allowed	Not specified.	Not specified.	In CDO: Sidewalks, Bike Lanes, Greenways In Greenway Plan: Greenway (MUT), Side Path, Connectors, Bike Lanes, Wide Lanes, Shared Lanes, Bike Routes, Bike Boulevards.	Only facility mentioned is "bikeway" which is specified as six feet wide.	Greenways are linear green belts linking residential areas with other open-space areas. These greenways may contain bicycle paths, footpaths, and bridle paths. (5.3.5, 2011 LMR)

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5.2. Minimum Shoulder Width	No guidelines beyond AASHTO, GDOT (state roads only).	Not specified.	Depends on street type.	No guidelines beyond SCDOT (state roads only).	Only under construction standards for Subdivisions: 10' min for lots < 1 acre 6' min for lots > 1 acre. (7.3.9, 2011 LMR)
5.3. Bicycle accommodations at intersections	Not specified.	Not specified.	The Greenway Plan discusses various bicycle facilities at intersections.	Not specified.	Not Specified.
ASSESSMENT	Needs improvement	Needs improvement	Exceptional	Needs improvement	Needs improvement
6. SUPPORTING POLICIES AND MANUALS					
6.1. Complete Streets Policy	No.	No. Encouraged in the PUD zoning district. (CO Chapter 90 Section 94)	Not known as such, but Complete Streets are part of guiding principles for Streets chapter in CDO.	No.	No.
6.2. Design Manual for Pedestrian and/or Bicycle Facilities	One chapter (1.5 pages) in general road design manual is devoted to sidewalks, but mainly refers back to "AASHTO Green Book" and ADA. No bicycle facility guidance is given.	No	Guidance on width and inclusion within CDO, but standard construction details do not yet include bike facilities. A single (5') sidewalk detail is provided.	No.	No.
6.3. Complete Street Design Guidelines for a variety of contexts	No. All curbed streets except for "arterials" have a paved width of 31'. ROW varies from 60-80'. Arterials are 53' from Back-of-curb to back-of-curb. Most Shoulder/Ditch streets primarily have paved width of 24' with 6' shoulders. Insufficient if shoulders are not at least partially paved.	No. Encouraged in the PUD zoning district. (CO Chapter 90 Section 94)	Yes, in text and intent, but no standard details for road types are available.	No.	No.
6.4. General and Pedestrian Connectivity Requirements	No.	No. Encouraged for developments within a one-mile radius of existing or planned schools, neighborhood recreation or commercial areas or other public places if deemed appropriate by the planning commission. (CO Chapter 74 Section 117(d))	Yes, both block size and connectivity ratio.	Minimal, larger than ideal pedestrian scale.	Minimal.
6.5. Existence of street hierarchy plan by context	No; streets have hierarchy according to vehicular mobility.	No. While there is an adopted classification and design procedure for streets. (CO Chapter 74 Section 78 & Section 80)	No. A functional classification map is contained in the Comprehensive Plan, but organizes streets but vehicular mobility ("arterial", "collector", etc)	The transportation plan was under development at the time of this review.	No. Streets are defined as having a vehicular hierarchy.
6.6. Existence of bicycle and pedestrian plan(s)	Jurisdiction relies on the current regional ARTS Bicycle and Pedestrian Plan for inventory and guidance.	Jurisdiction relies on the current regional ARTS Bicycle and Pedestrian Plan for inventory and guidance.	Yes, a detailed master plan has been prepared for both bicycle and pedestrian facilities.	Jurisdiction relies on the current regional ARTS Bicycle and Pedestrian Plan for inventory and guidance.	Relies on 2003 regional ARTS Bicycle and Pedestrian Plan.
6.7. Consideration of pedestrian and bicycle concerns in Site Planning	Not explicitly, though streets must be laid out to conform with the "latest transportation plan".	Bicycle and pedestrian improvements may be required by the planning commission where deemed appropriate. (CO Chapter 74 Section 117(d))	Yes.	Yes, "bike and pedestrian ways" are specifically mentioned in site plan requirements, though there is little additional guidance on appropriateness.	No, only considers vehicular traffic.

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6.8. Consideration of pedestrian and bicycle concerns and Level of Service (LOS) in Traffic Impact Analyses and other engineering studies	No guidance found.	No guidance found.	No, however, traffic mitigation measures are ranked as follows: 1. Improvements in connectivity internal to the site or between sites including cross-access improvements and cross-access easements; 2. New road connections to improve connectivity; 3. Access controls; 4. Median islands; 5. Intersection signalization; 6. The addition of turn lanes; 7. Pedestrian and transit infrastructure such as sidewalks and bus stops or passenger shelters; 8. Pavement widening; and 9. New road construction, either off site or internal to the site that provides connectivity in the impact area.	No guidance found.	No guidance found.
6.9. Traffic Calming programs, policies, and/or manuals	No guidance found.	No guidance found.	No guidance found, though street design guidelines (including pavement width, corner radii, street trees, and other urban design items) should keep vehicle speeds relatively low and appropriate to context.	No guidance found.	No guidance found.
6.10. Access management program or policy	No guidance found.	Proposed subdivision and non-residential driveways are reviewed by the Traffic Engineering Department and based on Georgia D.O.T.'s Driveway Manual, latest edition.	Detailed parcel access requirements are included within the development code.	Yes, access management guidelines are part of the zoning ordinance.	No guidance found.
6.11. Sidewalk retrofit program or policy	No guidance found.	No. Sidewalk retrofits are considered on a case-by-case basis using determining factors such as safety, projected use, connectivity, and cost to implement. Local funding for sidewalk retrofits is not used along roads constructed by private developers who opted to forgo the installation of sidewalks during the initial construction.	Not found in ordinances, but bike/ped plans reference this goal.	No guidance found.	No guidance found.
ASSESSMENT	Needs improvement	Needs improvement	Adequate	Needs improvement	Needs improvement

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	Augusta/Richmond	Columbia County	City of North Augusta	City of Aiken	Aiken County
7. ITEMS REVIEWED					
7.1. Names of Resources	<p>GUIDELINES AND REGULATIONS</p> <ol style="list-style-type: none"> 1. Comprehensive Zoning Ordinance (Dec 2010) 2. Land Subdivision Regulations (Nov 2009) 3. Street and Road Design Technical Manual (Sept 2004) 4. Tree Ordinance and Illustrated Guide (Jan 2011) <p>ADDITIONAL PLANS</p> <ol style="list-style-type: none"> 5. ARTS 2035 Long Range Transportation Plan (June 2010) 6. ARTS Bicycle and Pedestrian Plan (2003) 7. Augusta-Richmond County Comprehensive Plan and Community Agenda (Oct 2008) <p>OTHER SOURCES</p> <ol style="list-style-type: none"> 8. Comments from Paul DeCamp, Augusta Planning and Development Department (November 2011) 	<p>GUIDELINES AND REGULATIONS</p> <ol style="list-style-type: none"> 1. Code of Ordinances (Online, Current as of June 22, 2011, Accessed Aug 2011) <p>ADDITIONAL PLANS</p> <ol style="list-style-type: none"> 2. Long Range Transportation Plan (Aug 2004) 3. Growth Management Plan, Partial Update 2011-2016 (November 2010) 	<p>GUIDELINES AND REGULATIONS</p> <ol style="list-style-type: none"> 1. North Augusta Development Code (Jan 2008) 2. North Augusta Code of Ordinances, ch. 19 (Online, Current as of June 2010, Accessed Aug 2011) 3. Construction Specifications, Road Details (Accessed Aug 2011) <p>ADDITIONAL PLANS</p> <ol style="list-style-type: none"> 4. Draft Greenway, Pedestrian and Bicycle Master Plan (May 2011) 5. Comprehensive Plan (2005) 	<p>GUIDELINES AND REGULATIONS</p> <ol style="list-style-type: none"> 1. Old Aiken Design Guidelines (Oct 2008) 2. City Code of Ordinances (Current as of Oct 25, 2010, Accessed Aug 2011) 3. Land Development Regulations (Sept 2008) 4. Zoning Ordinance (June 2009) 5. Landscaping Manual and Tree Protection (Aug 2005) <p>ADDITIONAL PLANS</p> <ol style="list-style-type: none"> 6. Old Aiken Master Plan (Apr 2005) 	<p>GUIDELINES AND REGULATIONS</p> <ol style="list-style-type: none"> 1. Aiken County Land Management Regulations. (Online, Current as of Jan 2011, Accessed September 2011) 2. Aiken County Code of Ordinances (Online, Current as of May 2011, Accessed September 2011) <p>ADDITIONAL PLANS</p> <ol style="list-style-type: none"> 3. ARTS Bicycle and Pedestrian Plan (2003) 4. ARTS 2035 Long Range Transportation Plan (September 2005)